



THE "VITORIA", on her maiden voyage, glides into San Nicolas Harbor. The largest ship to call at Lago, she loaded 450,000 bbls. of wide cut jet fuel.

E TANKER "Vitoria", riba su promer biaha, ta drenta haaf di San Nicolas. E tanker mas grandi cu ta bin Lago, el a tuma un carga di 450,000 bari di combustibile pa jet.

## Monstruo di Miles di Tonelada Ta Guli Cargo di Record di Combustible Pa Jet

E tankero di mas grandi cu a jega di mara den haaf di San Nicolas, poco dia pasá a tuma un carga di 450,000 bari di combustibile pa jet, destiná pa armada di Merca. Tankinan di "Vitoria" por tuma un maximo di 500,000 bari di cargo, pero pasobra di restriccinnan di profundidad den canal di Panamá a barcu a tuma menos carga.

Vitoria su carga ta representa un cargamento record di cualkier producto na Lago. Solamente "Esso Zurich" a surpasa e cantidad ey, pero cu un cargamento di tres diferente producto.

"Vitoria", di cual e compania noruego Halfdan-Ditlev-Simonsen & Compania ta donjo, ta un barcu nobo cu ta haci su promer biaha pa Aru-

ba dia 9 di November pa tuma su promer carga.

Su tempo total den haaf tabata 28 ora.

Pasobra "Vitoria" ta traha tambe pa carga mena di heru, nan ta jama un barcu asina cargador di zeta y mena na granel.

E bishitante di mas grandi di haf di San Nicolas ta pisa 72,250 ton, y e ta 848 pia y 7 duim largu. Su hanchura ta 105 pia y 9 duim, y su calado di verano ta 43 pia y 9 duim.

E di dos tankero mas grandi cu a jega di carga na Lago, tambe di e mes compania, tabata "Vanja" na Februari di e anja aki. Su peso ta 71,200 ton y su largura 782 pia.

## Dr. Henderson Gives Aruba PR Boost In Talk Presented at Bowling Green

In a recent letter to Public & Industrial Relations Manager B. E. Nixon, Dr. Robert D. Henderson of Bowling Green University included a write-up of Aruba which appeared in an Ohio daily newspaper.

Dr. Henderson, Chairman of the Department of Business Administration at the University, taught a four-week course in "Family Economics" and "Basic Economics" at Lago last August.

As a member of a discussion group in Bowling Green called Town and Gown he recently presented a talk at one of their meetings. Dr. Henderson spoke about Aruba. The Daily Sentinel-Tribune published a summary of his talk on October 24.

Under the heading of "Henderson Tells About Island", the article quotes Dr. Henderson's description of Aruba as

"a little Dutch isle, Caribbean style" located 15 miles off the Venezuelan coast. It is less than 20 miles long and six miles in width at its widest point. Aruba has a very high standard of living and an ideal climate". The article mentions the professor's recent visit to the island as a consultant.

Referring to our company, the article goes on "Lago Oil & Transport Co., Ltd., a Standard Oil of New Jersey affiliate, constructed in 1929 a refinery which is one of the world's largest. It has a rated capacity of 500,000 barrels of crude oil a day. This oil is secured from the Lake Maracaibo area of Venezuela. Technological improvements have constantly increased the through-put capacity."

In his letter Dr. Henderson writes that he's glad to have had the opportunity to do a little public relations work on our behalf.

## New Safety Section Head E. Beaujon Developing Work Permits Training

Everett A. Beaujon has been named head of Safety. He replaces John Hodgson who will be transferred to the Mechanical Engineering Division following a special assignment with the Latin American Training Center in Lima.

Beaujon, who has been the Mechanical training coordinator since May, holds a Mechanical Engineering degree from the University of Cincinnati.



E. A. Beaujon

One of the first assignments that he will be coordinating is training on the new work permits manual.

In his new post, Beaujon will be responsible for evaluating the company's overall safety performance and making recommendations to top management. In addition, he is required to follow up on recommendations that have been accepted to ensure that they have been put into effect.

A breakdown of the safety function includes such activities as keeping track of safety performance; supplying new safety information to employees; testing new safety equipment; overseeing the house-keeping program; investigating accidents, injuries and near-misses; serving on various safety committees; coordinating the industrial hygiene surveys; making safety inspections; safety training and follow up on ways in which safety recommendations are implemented.

## Everett Beaujon Ta Bira Hefe Nobo Di Seccion di Seguridad den PRIR

Everett Beaujon a keda nombrá hefe di Seguridad. E ta reemplaza John Hodgson cu lo pasa pa Mechanical Engineering Division ora e bolbe di un encargo especial na e Centro Latina Americano di Entrenamento na Lima, Perú.

Beaujon, cu tabata coordinador di entrenamento den Mechanical, tin grado di Ingenieria Mecanica cu el a hancha di universidad di Cincinnati.

Un di e promer encargonan cu Beaujon lo coordina ta entrenamento pa medio di e buki di permisonan di trabao cu nan a caba di scirbi di nobo.

Den su puesto nobo Everett lo ta responsabel pa evaluacion di compania su prestacion general tocante seguridad, y lo e haci riba esey recomendacionnan na gerencia ehecutiva. Ademas e mester inves-

tiga tocante recomendacionnan cu a worde aceptá, y averigua cu nan a worde poni na efecto.

Algun detaljes di e trabao di seguridad ta inclui actividadnan manera tira bista riba prestacion tocante seguridad; duna informacion nobo di seguridad na empleadonan; test equipo nobo di seguridad; tene supervision riba e programa di limpieza na lugar di trabao; investiga desgracia; persona herida y casonan cu casi por a resulta den desgracia; sirbi como miembro di varios comision; coordina investigacionnan tocante higiene industrial; haci inspeccionnan riba seguridad; entrenamento den ramo di seguridad, y mira bon com recomendacionnan tocante seguridad ta worde cumplí.

## Cable, Telex, Phone Are "Hot Lines" To Handle Worldwide Business Contacts

Lago's Cable Office is the "Hot Line" which links the company's various departments with the rest of the world. This service section handles over 30,000 incoming and outgoing cables and about 900 overseas telephone calls a year. This rapid communication and coordination with our customers overseas is essential in running our refinery operations effectively.

One of the departments which requires cable service daily is the Process-Oil Movements Division. This division alone practically keeps the line "hot" at all times. Their shipping personnel handle all the information regarding the loading, discharging or bunkering of the almost 1900 tankers which call at Lago's port yearly. This all important task of transmitting cables effectively demands speed and efficiency on the part of the cable clerks. Delay in dispatching an urgent message could result in considerable expense for the company. To

perform his functions well, the cable clerks require a good knowledge of refinery operation, the functions of each department and the company's overall organizations. He should be thoroughly familiar with equipment used in this type of work and with the government services.

The Cable Office is situated in the Marine Building. To maintain an almost constant flow of messages, three cable clerks and a utility cable clerk cover this operation between 7 a.m. and 12 midnight six days a week.

The equipment they use includes four teletypewriters, a "distributor" and a direct process machine.

One of the teletypewriters receives messages on the direct line from New York at the rate of 15 words per minute. Lago leases this 1/4 channel from the government.

The tape machine is the teletypewriter which uses tape for transmittal via the direct

(Continued on page 3)



TO OPERATE Lago's "hot line" speed and efficiency are of utmost importance. (See page 3).

PA OPERA Lago su "hot line" rapidez y eficacia ta di mayor importancia. (Mira pagina 3).





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## Huge Multi-Ton Monster Swallows Record Loading of Special Jet Fuel

The largest tanker ever to dock in the San Nicolas Harbor recently loaded a cargo of 450,000 barrels of wide cut jet fuel for the U.S. Navy. The tanks of the "Vitoria" can hold a maximum of 500,000 barrels of cargo, but because of draft restrictions in the Panama Canal she took a lesser amount.

Vitoria's cargo represents a record loading of any one product at Lago. Only the "Esso Zurich" exceeded this amount, but with a cargo of three different products.

The "Vitoria", owned by the Norwegian company Halfdan-Ditlev-Simonsen & Company, is a new ship which made her maiden voyage to

Aruba November 9 to load her first cargo.

Her total time in port was 28 hours.

Because the "Vitoria" is also equipped to haul iron ore, she is called an oil bulk and ore carrier.

San Nicolas Harbor's largest visitor weighs 72,250 DWT and measures 848 feet and 7 inches in length. Her beam is 105 feet and 9 inches and her summer draft is 43 feet and 9 inches.

The second largest tanker to load at Lago, also from the same shipping company, was the "Vanja" in February of this year. She weighs 71,200 DWT and is 785 feet long.



"VITORIA"'s HUGE hull makes the men standing on the pier seem like midgets.

E TAMANJO di e "Vitoria" ta haci a hombernan para riba pier muestra manera dwergrnan.

## Esso Marine Center Trains Mariners To Handle Tankers on Man-Made Lake

Mariners with years of seafaring experience go through two-week courses at the \$1 million Esso Marine Research and Training Center near Grenoble, France, where they train to handle giant super-tankers that will soon enter service in the Esso fleet.

Some of the locations of the seven seas and the world's busiest tanker anchorages have been reproduced in miniature on a man-made lake at Port Revel.

Trainees sail four model ships ranging in length from 20 to 42 feet that are scale replicas of vessels in the Esso fleet. The largest accommodates three men — captain, helmsman, and a deckhand. The small model holds two men.

Each model has a helm, compass, ship speedometer, anemometer, engine control equipment, anchors and

chains. The breaking point of the anchor chains is in direct proportion to the scale of the ship.

Besides training tankermen in close-in handling, the center, which is the first of its kind, is researching new techniques in maneuvering and berthing.

Instructors are company employees with wide and long experiences. They will train approximately 150 shipmasters and pilots a year. Groups of eight take two-week courses combining theoretical and practical experience in the safe handling of vessels.

They learn to stop ships sailing at various speeds, guide them in harbors and through bends of the Suez Canal. They use anchors for maneuvering and docking. Training also includes navigating near various mooring buoys.

## Ideas of Four Employees Pay Off in Cash Prizes During Month of October

Four employees shared Fls. 160 in cash awards for their suggestions adopted by the CYI Committee during October.

The winners, each receiving Fls. 40, are E. Damian, Process-Refining; F. R. Lo-Fo-Sang, Mechanical-M&C; P. J. Beaujon, Mechanical-E.I.G., and J. Croes, Process-Refining.

Mr. Damian suggested to install a light west of the pitch and fuel oil regulator in Powerhouse No. 1. This idea will improve operating conditions and safety of operations.

The idea of Mr. Lo-Fo-Sang called for installing ground indicating lights on the 110 volt feeder at the Edeleanu Plant. In case of power failure, the lights will indicate to the operator where to take immediate action to prevent plant shutdown.

The suggestion to provide safe access to the stairway of tank 152 came from Mr. Beaujon. This idea eliminates an unsafe condition.

Mr. Croes' idea was to condemn the present ladder above the fractionator tower to the safety valve platform at the PCAR and to relocate it to the west side of the platform. A new ladder will remove unsafe conditions.

## Cuater Empleado Ta Haya Premio di CYI na Placa Durante Luna di October

Cuater empleado a reparti f. 160.— na premio di placa pa sugerencianan acepta door di Comision CYI durante October.

E ganadornan, di cual cada uno a recibi f. 40.—, ta E. Damian di Process-Refining; F. R. Lo-Fo-Sang di Mechanical-M&C; P. J. Beaujon di Mechanical-EIG, y J. Croes di Process-Refining.

Sr. Damian a sugeri instalacion di un luz pabao di a regulador di pitch y combustible den Powerhouse No. 1. Su idea lo mehora condicionnan di trabao y seguridad di operacion na e lugar ey.

Idea di Sr. Lo-Fo-Sang a pidi instalacion di luznan cu ta indica waja di ground riba e cable di 110 volt den Edeleanu

(Continuá na pagina 6)

## November Service Anniversaries 30 Years

Casimiro Ras, equipment tradesman "A" has spent most of his Lago career in Mechanical-Machinist. Originally he was employed in the Labor Department, but transferred to Mechanical in 1941. A year later he became machinist helper "B". Subsequent promotions made him machinist "A" in 1947. His title was changed to equipment tradesman "A" this year.



J. F. Flaherty

John F. Flaherty started with the company as apprentice operator in Pressure Stills. In the Gas Plant he progressed to operator in 1941, after which he transferred to Process-Receiving & Shipping. In 1950 he became shift foreman. Later he was promoted to process foreman-Dock & Shipping, and to process foreman-Shore Operations. He became process foreman in the Oil Movements Division in 1964.

At present he is in Technical-Project Group-Oil Movements.

Samuel A. Pantophlet, equipment tradesman "A" was originally employed in the company's Dining Hall in 1937. Three years later he was drafted into the local Military Service returning to Lago in 1945.

He transferred to Mechanical-Machinist, where he advanced to machinist "B". His promotion to machinist "A" became effective in 1956. At present he is working in Mechanical-Central Tool Room.

**25-YEAR SERVICE WATCH RECIPIENTS**  
MARIO M. FINGAL - TECHNICAL - LAB INSPECTION  
DIEGO MONAH - PROCESS - OIL MOVEMENTS.

Casimiro Ras, equipment Tradesman 'A' a pasa majoria di su carera cu Lago den Mechanical-Machinist. Originalmente el a traha den Labor Department pero na 1941 el a pasa pa Mechanical. An anja despues el a bira machinist helper 'B'. Promocionnan cu el a recibi despues a hibé na puesto di Machinist 'A' na 1947. Su titulo di trabao awor ta equipment tradesman 'A'.

John F. Flaherty a cumenza traha como apprentice operator na Pressure Stills. Den Gas Plant el a progresa pa operator na 1941, despues di cual el a traslada pa Process-Receiving & Shipping. Na 1950 el a bira shift foreman. Despues el a hanja promocion te bira Process Foreman-Dock & Shipping, y tambe Process Foreman-Shore Operations. El a bira Process Foreman den Oil Movements na 1964.

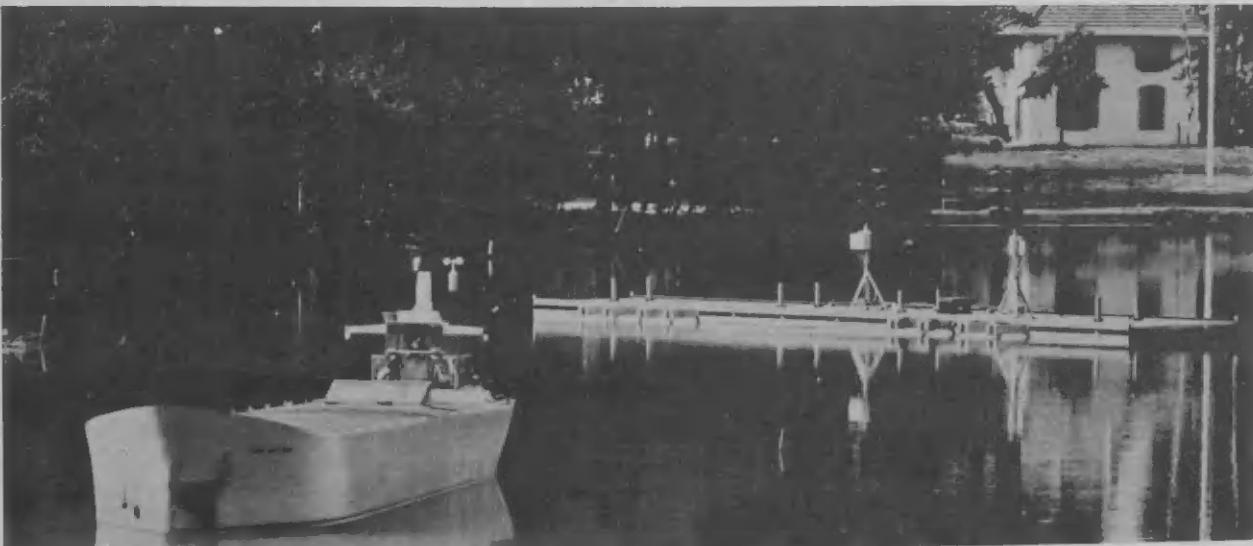
Awor el ta traha den Technical, Projects Group-Oil Movements.



S. A. Pantophlet

Samuel A. Pantophlet, equipment tradesman "A" originalmente a bin traha na Lago den Dining Hall na 1937. Tres anja despues el mester a bai den schut-terij, di unda el a bolbe na Lago na anja 1945.

El a traslada pa Mechanical-Machinist, caminda el a hanja promocion pa machinist "B". Su promocion pa machinist "A" a dreña na vigor na 1956. Awendia e ta traha den Mech.-Central Tool Room.



ESSO BRITTANY leaves the rotatable pier which is equipped for measuring, at the required scale, the ship's impact when mooring.  
ESSO BRITTANY ta sali for di e pier movable, cual ta traha pa midi, ariba a escala necesario, a impacto di a bapor ora a ta marando.



## Lago Su Comercio Mundial Ta Bai Via "Linja Cayente" di Cable; Telex, Telefon

Lago su oficina di cable ta e "linja cayente" cu ta conecta e diferente departamentonan di compania cu restu di mundo. E seccion di servicio aki ta spacha mas cu 30,000 cable cu ta drenta y sali y ademá mas 900 jamada telefonica cada anja. E comunicacion y coordinacion rapido aki cu nos clientenan foi tera ta esencial pa maneha nos operacionnan di refinacion cu eficacia.

Un di departamentonan cu tin mester di servicio di cable tur dia bai ta Process-Oil Movements. E division aki so practicamente ta tene e linja "cayente" tur ora di dia. Nan personal cu ta traha cu bapornan ta encargá cu tur informacion tocante carga, descarga of entrega di combustible na casi 1900 tankero cu ta drenta den Lago su haf cada anja. E trabao di suma importancia di trasmiti cablenan eficazmente ta exihi lihereza y eficacia di parti di e klerknan cu ta traha cu cable. Si nan tarda di manda un mensahe urgente, esey por resulta den gastu masha grandi pa compania. Pa e haci su trabao bon, e klerk di cable mester tin un bon conocimiento di com refinaria ta funciona, com cada departamento ta funciona y e organizacion general di compania. E mester ta completamente experienciá cu equipo cu e ta usa den su trabao y cu servicionan di gobierno.

Oficina di cable ta situá den Marine Building. Pa mantene un fluho casi constante di mensahenan, tres klerk y un utility clerk di cable ta atende cu e trabao ey entre 7'or di mainta y 12'or di anochi seis dia pa siman.

Equipo cu nan ta usa ta inclui cuater mashin teletipo, un "distribuidor" y un mashin pa traha copia directamente.

Un di e mashinnan teletipo ta recibi mensahe riba e linja directo cu New York cu un velocidad di 15 palabra pa minuut. Lago ta huur ¼ parti di e canal for di gobierno.

E mashin cu ta traha cu cinta di papel ta e mashin teletipo cu ta usa un cinta pa trasmiti pa medio di e linja directo of e sistema cu jama Telex.

E mashin teletipo pa e linja comercial ta worde usá ora tin trasmision pa medio di Telex of linjanan comercial. Mensahenan cu ta pasa pa Te-

lex ta bai riba e cinta di papel promer. Mensahenan trasmiti pa medio di linja comercial ta worden entregá door di mensahero. E di cuater mashin teletipo, cual ta esun di reserva, ta mantene contacto directo cu Playa.

Pa distribui mensahenan pa medio di e linja directo cu destino Corsow, nan mester usa e "distribuidor". E mensahenan ey ta bai riba "cinta" promer cu nan worde trasmiti pa Corsow, di eynan e ta pasa pa New York.

E manera mas rapido pa manda un mensahe ta pa medio di Telex. Cu e servicio ey compania tin un conexion pa linja directo cu cualkier parti (Continúa na pagina 6)



ISMAEL CROES gives correct overseas cable address to caller.

ISMAEL CROES ta duna adres cablegrafico correcto na telefon.



URGENT MESSAGE is typed on direct commercial line teletypewriter by Braulio Wester. MENSAHE URGENTE ta worde getyp ariba teletipo di linja commercial door di Braulio Wester.



FROILAN HODGE reviews monthly cable and telephone charges before turning in for payment approval.

FROILAN HODGE ta revisa recibonan mensual di cablenan y telefon promer cu e manda nan pa aprobacion di pago.



N. THIJSEN locates information in cable file at the request of Juan Briezen, Office Services Supervisor.

N. THIJSEN ta busca informacion den cable file ariba peticion di Juan Briezen, Office Services Supervisor.



MARINE SHIFT Supervisor J. Schwengle gives explanation to I. Croes on cable distribution. MARINE SHIFT Supervisor J. Schwengle ta splica Ismael Croes tocante e distribucion di e cablenan.



ISMAEL CROES (left) checks incoming message for possible errors before assigning distribution. At right, N. E. Thijssen transmits outgoing message. ISMAEL CROES (robez) ta check mensahe cu e caba di drenta pa posible errornan promer cu e fiha distribucion. Na drechi, N. E. Thijssen ta trasmiti mensahe.



MRS. MEDERICA Albus, who handles Marketing Cables reviews message with B. Wester. SRA. MEDERICA Albus, encarga cu Marketing Cables, ta revisa mensahe cu B. Wester.



MESSAGE PUT on tape is inserted in "distributor" for transmittal via Telex. MENSAHE CU ta riba "tape" ta worde hinca den "distribuidor" pa transmission via Telex.

### LAGO'S "HOT LINE"

(Continued from page 1)  
line or by Telex.

The Commercial Line teletypewriter is used when transmitting by Telex or Commercial lines. Messages sent via Telex are first put on tape. The fourth teletypewriter, the spare, maintains direct connection with Oranjestad.

For distribution of messages via the direct line to Curaçao, the "distributor" is required. These messages first go on "tape", are then transmitted to Curaçao where they are relayed to New York.

The fastest means of sending a message is by Telex.

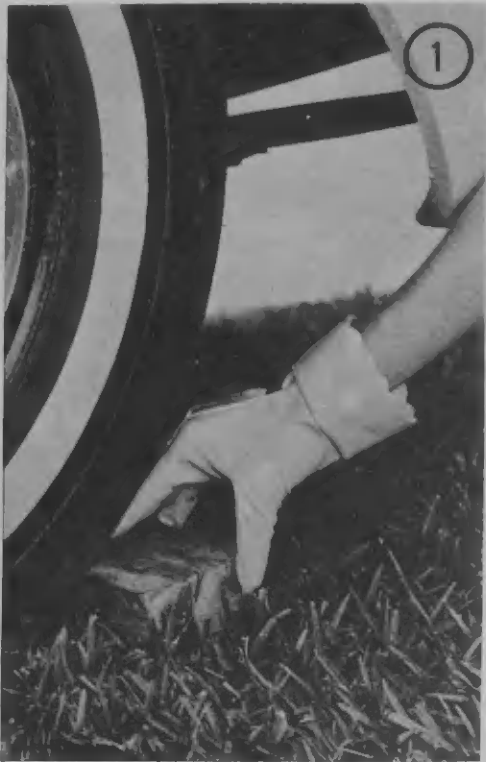
Through this service a direct line connection is maintained with any part of the

world that has Telex service. When using the commercial service, cables are sent via telegraph offices, such as Landsradio or All America. Telex rates are by the minute, while commercial rates are per word. The rates vary according to destination.

"Urgent cables" cost more and are delivered immediately. "Regular" cables are delivered "as soon as possible." The "Night Letter" cables are cheaper and are sent out immediately by Lago, but are held overnight at the other end for delivery next day.

The Cable Office also acts as intermediary for all overseas telephone calls made by authorized Lago personnel.





## Ladies, Now You Can Learn To Change A Tire The Safe and Easy Way Without Assistance

Have you, lady driver, ever changed a tire? If not, it's because some muscular male has come to your assistance when you were stranded with a flat tire. But, suppose you are out driving all by yourself in the middle of nowhere and suddenly hear that thump, thump, thump. What should you do? If you want to become a qualified tire changer fast without the help of a man, then read the rest of this article carefully. This message could also benefit more than one male.

First, equip your car with these "extras": clean rags, several packets of moistened paper towels, a rubber mat, a pair of work gloves, a "4-way" lug wrench, a hefty screwdriver, a small board, two short 2x4s, a trouble light and/or flares and a jack, which — unlike the other things — came with the car.

It is advisable to learn how the jack works before you hear that thump, thump, thump while driving. If your husband can't help you, check with your nearest Esso Servicenter.

If you are out driving and you feel an abnormal pull on the steering wheel, don't panic. Hold the wheel steady, apply the brakes lightly and slowly get off the road — preferably onto a flat stretch.

You are now ready to change your flat tire by following the steps outlined on this page with accompanying photos.

If you're on a hill, face the car into the hill so that it won't roll sideways off the jack. If you can't get off the road, turn on your emergency flashers and be extra cautious.

Have all your passengers get out and stay well away from the car and the road.

When the time comes for you to actually change a tire, you as a Fully Qualified Tire Changer can do it (without killing yourself) and without assistance from anyone.

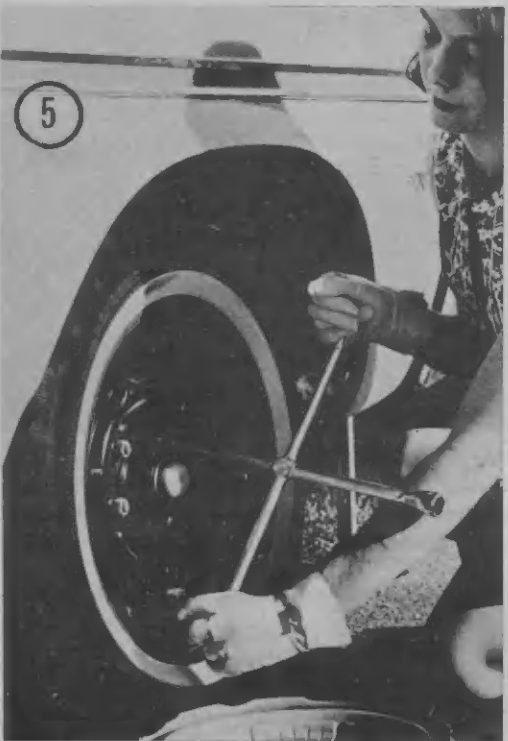
**Pix 1**  
At first signs of a flat tire, get the car off the road. To prevent it from slipping off the jack, leave the car in first gear or in "park," set the parking brake and place the 2x4s snugly against the front and rear of the tire diagonally opposite the flat. If it's dark, set up trouble light or flares so that oncoming traffic can see you. Put on gloves to protect your hands and keep them from getting dirty.

**Pix 2**  
Set the jack at the point on your car that is best according to the owner's manual. If the ground is soft, set the jack on small boards. Now pump the jack until it is firmly in place but has not yet begun to lift the car. You'll be much more comfortable and your job will be easier if

you kneel, so spread the rubber mat next to the jack.

**Pix 3**  
Use a hefty screwdriver to pry off the hub cap. The cap will make a handy receptacle for the lug nuts, so place it close to the tire. The "4-way" lug wrench will give you more leverage than the standard wrench that came with the car. Find the socket that fits the lugs of your car. Use it in a counter-clockwise direction. Do not at this time remove the nuts; just loosen them.

**Pix 4**  
Prop the spare tire against the car next to the flat. Being careful not to let the jack slip or tilt, raise the car until the hub is slightly higher than the center of the spare wheel propped next to the flat. Finish unscrewing the lug nuts. Take hold of the tire on each side and slide it off. Roll the spare over and line it up against the hub. Lift the tire, looking through the holes to make certain they're lined up with the lugs, and slip it on.



**Pix 5**  
Replace the lug nuts and tighten them with your fingers, making certain the wheel is on straight. Using the lug wrench, tighten them all — one nut and then the opposite, and so on, tightening them all down evenly until the wheel turns from pressure. Now let down the jack and give the nuts one good last turn.

**Pix 6**  
If you think the lug nuts might not be tight enough, put the hub cap on the floor of the car where it will remind you to have them checked at the first gas station. Now you're ready to put the spare in the trunk, pick up your tools, call the kids back, clean up with a moistened paper towel and be on your way.

## Damas, Awor Bo Por Sinja Cambia Un Tire Cu Seguridad y Facilidad Sin Asistencia

Dama, abo cu ta stuur auto, algun dia bo a jega di cambia un tire? No? Anto ta pasobra algun homber cu forza a juda bo ora bo a haña bo purá cu flat tire. Pero asumiendo cu bo ta stuur riba un caminda bandoná, bo no ta mira ningun hende ningun parti, y di repente bo ta tende e bon-samento di tire cu ta bisa bo cu e tire a baha. Awor com lo bo haci? Si bo kier sinja bon com bo mester cambia un tire, sin ajudo di un homber, lesa restu di e articulo aki cu atencion. Loke ta sigi aki por beneficia tambe cualkier hende homber.

Na promer lugar, percura pa bo auto tin tur ora algun di e "extra-nan" aki: panja limpi, varios paki di serbete di papel muhá, un mat di rubber, un paar di handschoen di trabao, un jabi "cruz", un schroefdraaier grandi, un pida tabla, dos pida palu di 2x4 duim, un luz electrico of señal luminoso, y un jack cu — contrario na e otro articulonnan mencioná — a bini cu e auto.

Awor bo ta cla pa cambia bo flat tire, sigiendo e pasonan describí riba e bladchi aki ilustrá door di e varios portretnan.

Si e momento jega cu bo mester cambia un tire, anto awor cu bo ta "experto", bo por haci sin mata bo curpa y sin ajudo di ningun hende.

### Portret No. 1

Na promer señal di un tire cu ta bahando, kita e auto for di caminda. Pa evita e auto di cai for di jack, poné den promer speed of fihé na "park", sera breek di pia y pone e pida palunan di 2 x 4 duim firme y dwars dilanti e tire opuesto na esun cu a baha. Si ta scur, cende luz di peliger of señalnan luminoso pa trafico cu ta bini por mira bo. Bisti handschoen pa proteha bo man y pa nan no susha.

### Portret No. 2

Pone e jack na un punto di bo auto, caminda a buki di instruccion ta bisa cu ta mihor pa poné. Si caminda ta moli, poné e jack riba pida tabla pa e no zak. Awor pomp e jack te ora e keda firme na su



Ta cumbini bo di siña traha cu e jack ey, promer cu bo hanja bo cu un tire flat. Si bo casá no por juda bo, anto pidi nan muestra bo na cualkier Esso Servicenter com e jack ta traha.

Si mientras bo ta stuur bo ta sinti un halamento abnormal na e stuur-wiel, no spanta. Tene stuurwiel duru, breek poco poco y kita langzaam for di caminda, preferiblemente bai para e auto riba un luger plat. Si net bo ta subiendo un seroe, anto pone e auto recht riba e seroe cu e no por cai for di e jack di banda. Si bo no por kita for di caminda, anto cende e luzanan di emergencia y tene extra cuidao.

Laga tur hende sali for di e auto y para cantu caminda na un distancia.

lugar, pero ainda no a cuminsa hiza e auto. Lo bo ta muchu mas comfortable y bo trabao lo ta mas facil si bo traha na rudia, y pesey pone e mat di rubber banda di e jack.

### Portret No. 3

Usa un schroefdraaier grandi pa kita tapa di e wiel. Usa e tapa pa pone den djé e nut-nan cu ta tene wiel na su luger, y pesey pone net banda di e tire. Awor usa e jabi "cruz" cual ta haci e nut por haci muchu mas forza riba e nut-nan cu un jabi comun, a bini cu e auto. Busca e "socket" cu ta sirbi nutnan di bo wiel. Usé den un direccion contrario. Awor aki solamente kraak e nutnan; no kita nan ainda. Check e nutnan y e boolsnan tin draad robez of drechi.

### Portret No. 4

Pone e tire spare contra di bo auto, net banda di esun bahá. Mira bon pa e jack na slip of cai di banda, hiza e auto te ora e ta un tiki mas haltu cu centro di bo tire spare na bo a caba di pone banda di esun cu a baha. Awor kita e nutnan di e wiel cu tire bahá. Cohe e tire tene e cada banda y halé afor. Awor lora e tire spare y poné dilanti di e hub. Hiza e tire y waak door di e buracunan di pasa boolsnan y percura pa e drenta precies den e boolsnan, y pone e tire na su luger.

### Portret No. 5

Awor pone e nutnan bek na nan luger y ceranan cu bo dede, mira bon cu e wiel ta poní recht. Awor usa e jabi "cruz" pa cera nan bon — cera un nut promer y despues esun opuesto né — y sigi asina te ora e wiel cuminsa drechi di primi riba e jabi cruz. Awor baha e jack y cera e nutnan tur bon y firme.

### Portret No. 6

Si bo ta kere cu e nutnan no ta cerá basta firme, anto pone tapa di e wiel den suela di bo auto, caminda e ta recorda bo pa bo laga nan check e wiel na promer estacion di servicio riba bo caminda.

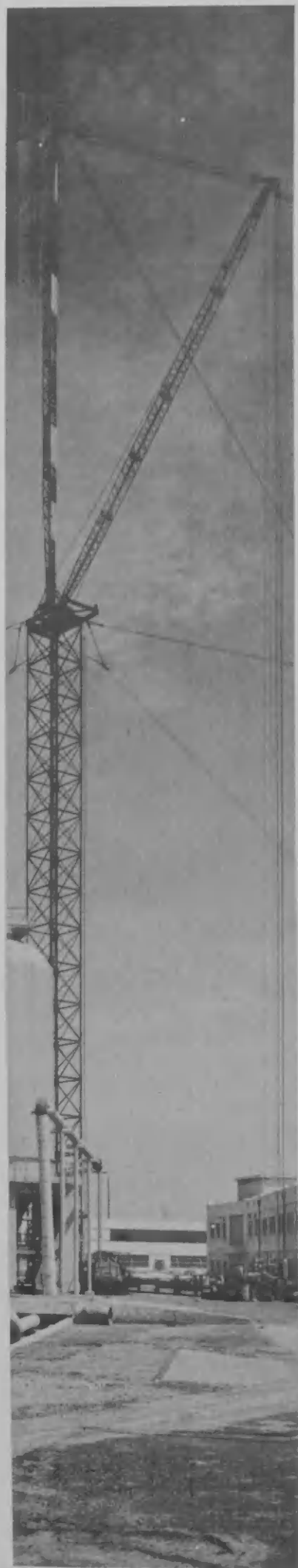






AT LEFT is part of eastern tankfarm area with NFAR unit. At right is Seroe Colorado residential area with Powerhouse No. 2 in foreground.

NA ROBEZ ta parti di tankfarm pariba cu NFAR unit. Na drechi ta sitio residencial di Seroe Colorado cu Powerhouse No. 2 mas padilanti.

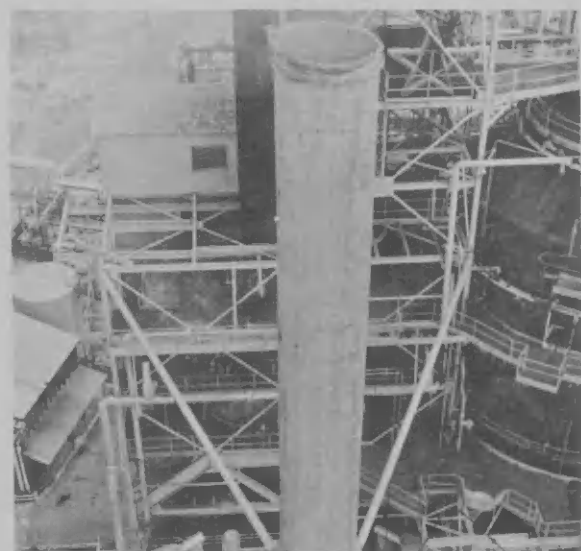


307-ft. DERRICK CRANE.  
GRUA DI 307 pia haltu.



VIEW FROM atop derrick crane at PCAR looking west.

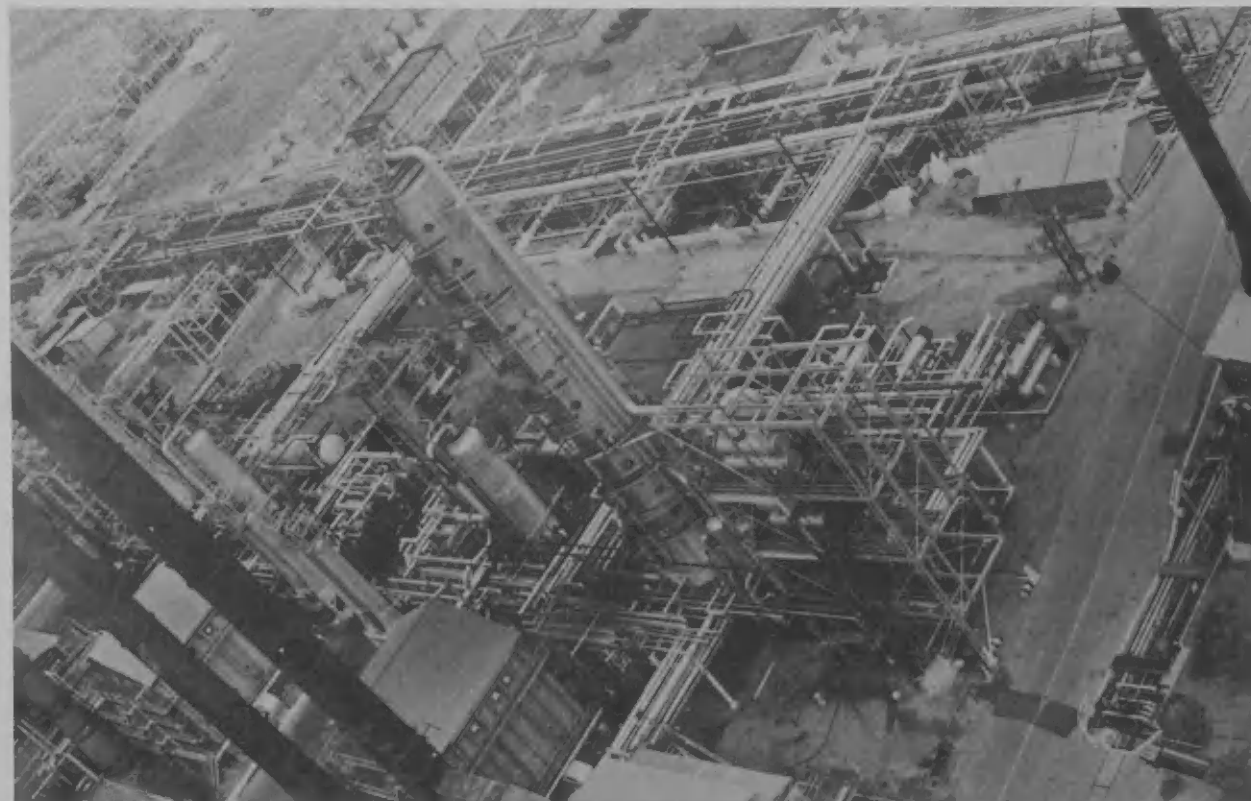
VISTA FOR di toren-grua na PCAR mirando pa west.



PART OF PCAR and smokestack.  
PARTI DI PCAR y schoorsteen.



VIEW ON huge 630,000 bbls tank.  
VISTA RIBA tanki di 630,000 baril.



LOOKING DOWN on Combination Units 10 & 9. MIRANDO RIBA Combination Units 10 y 9.

## Pat Landree Shoots Views From a "Space Capsule" At PCAR Derrick Crane

Dangling in space some 275 feet high in a "bucket space ship" recently was Pat Landree, project engineer of Chicago Bridge for the PCAR turnaround.

He was lifted by the boom of the 307-foot high derrick crane installed south of the PCAR, not on an inspection trip but on a picture assignment.

From the bucket, he swung his camera to all directions and took the close and distant views of the refinery and surrounding area on this page.

Mr. Landree has been in Aruba since June, 1966 and has worked on the preparation of the PCAR turnaround which will be started in February next year.

The derrick crane was built under supervision of two Chicago Bridge field erection foremen, the Brazilian Miguel Pizanelli and Clyde Weaver.

## P. Landree Ta Fotografia Vista for di un Capsula Riba Toren-Grua na PCAR

Pat Landree, ingeniero di proyecto di Chicago Bridge pa revision general di PCAR, algun dia pasá tabata cologa den un "capsula espacial" na un altura di 275 pia.

Nan a hizé na laria cu braza di e grua di 307 pia haltu, cual ta instalá pa zuid di PCAR; no pa ■ haci algun inspeccion sino pa saca portret.

For di e baki el ■ drei su kodak den tur direccion y a saca portret di acerca y di distancia, cu bistanan di refinaria y vecindario manera nan ta parce riba e pagina aki.

Sr. Landree ta na Aruba for di juni 1966 y el a traha riba preparacion di revision general di PCAR cu lo cuminsa na februari di otro anja.

E grua a ser construi bao supervision di dos capataz di Chicago Bridge, e Brasileiro Miguel Pizanelli y Clyde Weaver.



## Dr. Henderson Ta Yuda Cu Propaganda Pa Aruba na Bowling Green na Ohio

Den un carta reciente dirigi na gerente B. E. Nixon di Public & Industrial Relations, Dr. Robert D. Henderson di Universidad di Bowling Green a inclui un articulo di corant tocante Aruba, cual a parce den un diario na Ohio.

Dr. Henderson, kende ta Presidente di Departamento di Administracion Comercial na e Universidad ey, a duna un curso di cuater siman na Lago durante Augustus di e anja aki riba topiconan "Economia Casera" y "Economia Basica".

Como miembro di un grupo di discusion na Bowling Green cu jama Town and Gown (ciudad y toga), el a tene un discurso poco tempu pasá na un di nan reunionnan. Dr. Henderson a papia tocante Aruba. E corant Daily Sentinel-Tribune a publica un sumario di su discurso dia 24 di October.

Bao di e cabecera "Henderson ta papia tocante un isla" e articulo ta cita Dr. Henderson su descripcion di Aruba cu el a jama "un isla chikito Hulandes, estilo Caribeño", na 15 milja for di costa di Venezuela. E ta menos cu 20 milja largu y e punta caminda e ta mas hanchu ta 6 milja. Aruba tin un nivel di bida mas halto y un clima ideal". E articulo ta haci mencion di e profesor su reciente bishita na nos isla como un consultor.

Cu referencia na nos compania e articulo ta sigi: "Lago Oil & Transport Co. Ltd., un afiliado di Standard Oil Company di New Jersey, a traha nan refineria na anja 1929 y e ta esun di mas grandi di mundo. E tin capacidad di

refinacion di 500,000 bari di zeta crudo pa dia. E zeta aki nan ta cumpra for di e region di Lago Maracaibo, Venezuela. Mehoranan tecnologico a subi constantemente nan capacidad di refinacion."

Den su carta Dr. Henderson ta scirbi cu e ta contentu di tabatin e oportunidad aki di haci un poco di trabao pa relacion publica na nos fabor.

### "LINJA CAYENTE"

(Continúa di pagina 3)

di mundo cu tin servicio Telex. Mensahenan trasmiti pa Telex hopi bez ta mas barata y mas rapido cu canalnan comercial pasobra Telex ta cobra pa minuut. Ora compania usa servicio comercial, e cablanan ta pasa pa Landsradio (di Gobierno) of All America. Contrario cu pa Telex, pa cable tarifican comercial ta ser cobra pa palabra. E tarifican ta varia segun destinacion di e cable.

"Cablennan urgente" ta costa dobel di tarifa "regular", y nan ta worde entregá inmediatamente. Cablennan "regular" ta worde entregá "asina liher cu ta posibel". Tarifican di "cable di anochi" ta mas barata. Tin un tarifa fiho pa cada pais. E cablennan aki ta worde trasmiti mes ora door di Lago su oficina di cable, pero caminda nan worde recibí nan ta tene nan durante anochi pa entrega nan e siguiente mainta.

Lago su oficina di cable tambe ta presta cooperacion pa tur conversacion na telefon pa foi tera door di empleadonan di compania autorizá pa haci esey.



McKEE SUPERINTENDENT C. Frazier presents trophy to V. de Kort, captain of the Process winning team, while Sport Park Board Secretary J. Briezen looks on.

SUPERINTENDENTE DI McKee, C. Frazier, ta presenta trofeo na V. de Kort, capitan di team ganador di Process, mientras J. Briezen ta mirando.



BUBU WOUTERS receives trophy from McKee Superintendent C. Frazier on behalf of the McKee team, sub-champs in the 1967 Interdepartmental Football competition.

CAPTAN BUBU Wouters ta recibí trofeo di Superintendente C. Frazier den nomber di e team di McKee, sub-campeon den e competitie Interdepartamental di Futbol pa 1967.

## Proc. Dept. Ta Campeon Di Competencia Futbol Interdepartamental 1967

Un suceso cu ta recibí hopi atencion tur anja ta e competencia di futbol entre departamentonan, cu directiva di Lago Sport Park ta organisa.

E anja aki elftal di Process Department a gana, ora nan a bati e oncena di McKee cu 6-2 den wega final na Lago Sport Park.

Otro elftalnan cu a participa tabata di Instrument y di General Office Building.

Esaki ta un tradicion cu a cuminsa for di anja 1941 tempo cu Sport Park a habri, y den anjanan pasá tabatin diez te diezdos elftal competiando pa promer lugar.

Tantu e elftal ganador como e sub-campeonnan elftal di McKee, a recibí trofeo di e superintendente di McKee, C. Frazier, Diabiernes November 3 den Sport Park.

Captain V. de Kort di elftal di Process a acepta e trofeo pa su equipo. Captain Bubu Wouters a acepta e trofeo pa elftal di McKee.

E miembronan di tur dos elftal a recibí un clip di dasji di plata especial, cu figura di un hungador di bala riba djé, como recuerdo pa nan prestacion den e competicion.

### PREMIO DI CYI

(Continúa di pagina 2)

Plant. Den caso cu coriente bai, e luznan ta muestra operador unda e mester tuma accion inmediato pa evita cu e planta mester baha.

Sugerencia pa percura pa tin subida cu seguridad pa e trapi di tanki 152 a bini di Sr. Beaujon. E idea aki a elimina un condicion cu tabata falta seguridad.

Sr. Croes su idea tabata pa kita e trapi cu tin awor riba e columna fraccionador cu ta bai pa e plataforma cu tin valvula di seguridad na PCAR, y poné na parti pabao di e plataforma. Un trapi nobo lo elimina cualkier situacion cu no ta sigur.

## Process Dept. Football Team Wins Cup In 1967 Interdepartmental Competition

A challenging sport event every year is the interdepartmental football competition organized by the Lago Sport Park Board.

This year, the team of the Process Department was the winner, defeating the McKee team 6-2 at the Lago Sport Park matches.

Other participating teams were from Instrument and the General Office Building.

A tradition since the Sport Park was started in 1941, in the past years some ten to twelve departmental teams had been vying for first place.

Both the winning team and the sub-champions, the McKee team, were presented trophies by the Superintendent of McKee, C. Frazier, at the Sport Park on Friday night, Nov. 3.

Receiving the trophy for the Process team was captain V. de Kort. Captain Bubu Wouters accepted the trophy for the McKee team.

The members of both teams received a special silver tie clasp with a football player on it for their achievements in the competition.



PROCESS TEAM, the 1967 champions in the Interdepartmental Football Competition.

TEAM DI Process, e campeonnan 1967 den e Competitie Interdepartamental di Futbol.



THE McKEE team became the sub-champions in the 1967 Football Competition organized by the L.S.P. Board.

E ONCENA di McKee a bira sub-campeon den e Competitie di Futbol pa 1967 cual tabata organisa pa Directiva di Lago Sport Park.

## Centro Marina di Esso Ta Entrena Nabegantenan Ariba Lago Artificial

Nabegantenan cu hopi anja di experiencia ta tuma un curso di dos siman na un centro di entrenamiento cu a costa un milyon dollar, y cu ta keda na Grenoble, Francia. E centro ta di Esso Marine & Research y nan ta train nabegantenan pa traha cu e tankeronan gigantesco cu pronto lo drenta servicio di e flota di Esso.

Algun di e lugarnan riba e siete océanonan y algun di e hafnan di mas ocupá caminda tankeronan ta drenta y ancla a keda reproducí na miniatura den un laguna artificial na Port Revel.

Esnan bao di entrenamiento ta nabega den modelonan di tankero cu un largura di entre 20 te 42 pia, cual ta reproduccion na escala di e barcunan cu flota di Esso tin. E modelo di mas grandi tin tres homber na bordo cu ta captan, un hende cu ta stuur y un ayudante riba dek. E modelonan chikito ta pa dos hende.

Cada modelo tin un timon, kompas, aparato pa midí velocidad di e barcu, aparato pa

midí velocidad di biento, equipo pa controla mashin, anker y cadena. E punto caminda cadena di e anker ta kibra ta na proporcion directo cu escala di e barcu.

Fuera di entrena esnan cu ta bai traha cu tankeronan com nan mester dirigi un barcu e centro aki, cual ta promer di su clase, ta haci investigacion den tecnica nobo com ta maniobra y traca tankeronan.

Instructornan ta empleado di compania cu experiencia largu y variá. Nan lo entrena mas of menos 150 captan y loads cada anja. Grouponan di ocho persona ta tuma e curso di dos siman, combinando experiencia teoretica y practica den maneho di barcu cu seguridad.

Nan ta sinja stop barcu na varios velocidad, gia nan den hafnan of e bueltanan den Canal di Suez. Nan ta usa anker pa maniobra y pa traca. Entrenamento ta inclui tambe maneha tankero banda di varios boei caminda nan ta traca.

### NEW ARRIVALS

September 11  
GUILLAMON, Carlos - Creole (Loaned Emp. to Lago): A daughter, Arlette.  
TROMP, Juan F. - Refining Division: A daughter, Myra Francisca

September 13  
MADURO, Antonio N. - Refining Division: A son, Randolph Antonio

September 14  
LACLE, Willem A. A. - Oil Movements: A daughter, Jacqueline Cornelia Maudie.

FIGAROA, Alberto - Refining Division: A son, Ronald Anthony.

September 15  
GIBBS, Harold A. - Oil Movements: A son, Harold Austin.

October 12  
ROMANO, Bartholomeo - Oil Movements: A daughter Mirla Jacqueline.

October 14  
RASMIJN, Crispiano - Mechanical: A daughter Lucia Maria.